AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (Rev. 12-59) PAGE 1

SPECIAL HANDLING REQUIRED *in accordance with Para. 65, OPNAV INSTRUCTION 3750.6C*

OPNAV REPORT 3750-1

PART I - GENERAL

SECTION A - IDENTIFICATION

1. A/C ACCIDENT BOARD APPOINTED BY: Commanding Officer MARFITRON 251
2. DATE OF ACCIDENT: 3 May 1962 — TIME (LZT): 1552A
3. SERIAL NUMBER: 3-62
4. TO: Commander Naval Aviation Safety Center
5. ENCLOSURES (1)
(2)
(3) SEE ATTACHED
(4) ENCLOSURE SHEET
(5)
(6)
(7)
(8)
(9)
6. VIA: (1) Commander, Carrier Air Group 10
(2) Commanding Officer USS SHANGRI-LA
(3) Commander Carrier Division Two
(4) Commanding General Fleet Marine Force Atlantic
(5) Commander Naval Air Force Atlantic
(6)
7. REPORTING CUSTODIAN *(if different than item 1. above)*
8. ACTIVITY OPERATING A/C *(if different than item 7.)*
9. KIND OF FLIGHT: 1A6
10. TIME OF DAY: ☐ DAWN ☒ DAY ☐ DUSK ☐ NIGHT
11. LOCATION OF ACCIDENT: Central Mediterranean
12. ELEVATION ABOVE SEA LEVEL: 60 ft.
13. PLACE OF LAST TAKE-OFF: USS SHANGRI-LA (CVA-38)
14. CLEARED: FROM CVA-38 TO CVA-38
15. TYPE CLEARANCE: ☐ IFR ☒ VFR ☐ DVFR ☒ LOCAL ☐ OPERATIONAL ☐ AIRWAYS ☐ DIRECT ☐ OTHER (Specify)
16. TIME IN FLIGHT: 1 + 49
17. TYPE ACCIDENT: H3 Unintentional Loss of Directional Control while Taxiing, Swerve into water
18. PHASE OF FLIGHT: 2 - Taxiing

A/C

19. MODEL: F8U-1E
20. SERIAL NO.: 145468
21. DAMAGE TO A/C: ☒ A ☐ B ☐ C ☐ D ☐ E ☐ F
22. DOLLAR COST: 889,000
23. AIRSPEED (Kts.): NA
24. A/C WEIGHT: NA
25. LIST MODEL, SER NR, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED *(Complete on OPNAV FORM 3750-1 for each A/C involved)*

1. NAME (Last, first and middle initials)	2. RANK RATE	FILE SER. NO.	DESIGNATOR	BRANCH OF SERVICE	3. AGE	4. YRS OF EXP. DNA	5. BILLET	6. POSITION	7. INJURY CODE
PILOT (at controls at time of accident) GRUNWALD, Harry H., Jr.	Capt.	(b) (6)	7302	USMC	(b) (6)	8	Pilot	Cockpit	A
CO-PILOT									

SECTION B - PERSONNEL DATA

PERSONNEL		8. OFT - OPERATIONAL FLIGHT TRAINER AVAILABLE	USED	9. CPT - COCKPIT PROC. TRAINER AVAILABLE	USED	10. UNIT TO WHICH PERSONNEL ARE ATTACHED	11. TYPE INSTRUMENT CARD
PILOT	YES	X	X				☒ STANDARD ☐ SPECIAL
	NO			X	X		
CO-PILOT	YES						☐ STANDARD ☐ SPECIAL
	NO						

PILOT EXPERIENCE IN HOURS

12. ITEM		PILOT	CO-PILOT	ITEM	PILOT	CO-PILOT
ALL MODELS		2036		CV LANDINGS DAY/NIGHT	54/11	
ALL MODELS IN LAST 12 MONTHS		218		FCLP LANDINGS DAY/NIGHT	305/114	
ALL MODELS IN LAST 3 MONTHS		52		INSTRUMENT HOURS LAST 3 MONTHS	8	
ALL SERIES THIS MODEL (Item 19)	A/C	411		NIGHT HOURS LAST 3 MONTHS	1	
	OFT / CPT	120				
ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	217		TOTAL HELO. HRS. (Helo. AAR Only)		
	OFT / CPT	4/0		TOTAL JET HOURS (Jet AAR Only)	1251	
ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	52		LAST FLIGHT, ALL SERIES THIS MODEL — DATE	3 May 62	
	OFT / CPT	0/0		DURATION	1.8	

OTHER PERSONNEL

13. NAME (Last, first and middle initials)	DNA	RANK RATE	FILE/SERVICE NO.	ORG. TO WHICH ATTACHED	INJURY CODE	BILLET	POSITION
1.							
2.							
3.							
4.							
5.							

OPNAV FORM 3750-1 (Rev 12-59)
PAGE 2

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

C. WEATHER

1. CEILING	2. VISIBILITY	3. RELATIVE WIND (SEE INST'S)	4. TEMPERATURE	5. DEW POINT	6. ALTIMETER SETTING
Unlimited	8	350 REL / 36 KTS	DAT ____ RUNWAY 62	54	29.99

7. OTHER WEATHER CONDITIONS *(winds aloft, icing levels, sea state, etc., if pertinent to accident)*

Sea State Slight Sea Temperature 60°

D. CONTRIBUTING FACTORS

✓	FACTOR	✓	FACTOR	✓	FACTOR

(b) (5)

[redacted]

E. DEPLOYMENT

FOR ACCIDENTS ABOARD DEPLOYED CARRIER (Complete following Section on Pilot)

1. DATE DEPLOYED	2. DAY - HOURS/LANDINGS LOGGED SINCE DEPLOYED	3. DAY - HOURS/LANDINGS LOGGED LAST 30 DAYS
7 February 1962	54/25	29/16
4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT	**5. NIGHT - HOURS/LANDINGS LOGGED SINCE DEPLOYED**	**6. NIGHT - HOURS/LANDINGS LOGGED LAST 30 DAYS**
9	2/5	1/4

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA

SECTION A - AIRCRAFT AND ENGINE DATA

1. A/C HISTORY

DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO OF OVERHAULS	FLIGHT HRS SINCE LAST OVERHAUL	FLIGHT HRS SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HOURS SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK
28 Nov. 1958	Three	11	2	334	900	6th Major	39	88

2. ENGINE HISTORY

		ENGINE MODEL	ENGINE SERIAL NO						
1									
2									
3									
4									

3. GENERAL

a. DID FIRE OCCUR? ☐ BEFORE ACCIDENT ☐ AFTER ACCIDENT ☒ DID NOT OCCUR

b. DID EXPLOSION OCCUR IN FLIGHT? ☐ YES ☒ NO

c. CHECK IF APPLICABLE ☐ AMP FUR SERIAL

d. HAS DIR BEEN REQUESTED? ☐ YES ☒ NO

e. FAILED COMPONENTS INVOLVED

4. MAINT. AND ENG. FACTORS

CHECK ITEMS PRESENT IN THIS ACCIDENT

a. ☐ A/C DESIGN
b. ☐ A/C EQUIPMENT
c. ☐ MAINTENANCE
d. ☐ UNDETERMINED
e. ☐ TECHNICAL INSTRUCTION
f. ☐ OTHER (Specify) ----------
g. ☐ SURFACE FACILITIES
h. ☐ HUMAN ENGINEERING (e.g., Cockpit configurations, etc.)

5. OTHER DATA

a. ALTITUDE AT MALFUNCTION	b. AIR SPEED Kts.	c. OPERATING TEMP	d. WEIGHT OF A/C	e. C.G. (% M.A.C.)	f. KIND OF FUEL	g. FUEL PRESSURE

h. EVIDENCE OF FUEL CONTAMINATION

i. CAUSE OF ENGINE FAILURE OR FLAMEOUT

j. FUEL CONTROL REGULATOR/CARBURETOR (List stock and ser. nos., give time since new or overhauled)

k. EXTERNAL STORES ABOARD A/C

(If additional space is necessary, attach additional sheets)

OPNAV FORM 3750-1 (Rev 12-59)

PAGE 3

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

PART [illegible] – MAINTENANCE, MATERIAL AND FACILITIES DATA (Cont'd)

SECTION B – FACILITIES DATA

1. GENERAL – √ BASIC FACILITIES INVOLVED. DESCRIBE EFFECT ON ACCIDENT IN THE ANALYSIS SECTION OF THE REPORT

	a. CLEARANCE AUTHORITY		i. WATER LANDING AREA	X	q. CRASH AND RESCUE
	b. FLIGHT PLANNING INFORMATION SOURCE		j. APPROACH ZONE		r. SEARCH AND RESCUE
	c. LANDING AIDS (GCA, CCA, ILS, etc.)		k. END ZONE (Over run)		s. CATAPULT
	d. TRAFFIC CONTROL TOWER (Field or Ship)		l. SHOULDERS		t. ARRESTING GEAR (Carrier)
	e. APPROACH AND ENROUTE AIDS TO NAVIGATION		m. TAXIWAY		u. BARRIER OR BARRICADE (Field or Ship)
	f. RUNWAY WATCH		n. PARKING AREA	X	v. FLIGHT DECK
	g. LANDING SIGNAL OFFICER		o. EMERGENCY ARRESTING GEAR (Runway)		w. MIRROR
	h. RUNWAY		p. A/C SERVICING, HANDLING AND DIRECTING (Field or Ship)		x. OTHER (Specify)

2. SHIPS DATA

a. EQUIPMENT INVOLVED: ☐ CATAPULT ☐ ARRESTING GEAR

b. PRESSURE SETTINGS

c. WIND OVER DECK

d. RELATIVE HEADWIND

e. APPROACH SPEED (SPN-12 READING)

f. MARK NUMBER

g. MODEL NUMBER

h. LOCATION ON SHIP

i. LAUNCHING BRIDLE AND CONFIGURATION USED

j. CATAPULT / ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

k. THIS PORTION SHALL BE COMPLETED WHENEVER (1) A MAJOR AIRCRAFT ACCIDENT INVOLVES ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT, OR (2) AN AIRCRAFT ACCIDENT INVOLVES MALFUNCTIONING OF ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT. MINOR ACCIDENTS OR ROUTINE DAMAGE TO CABLES, WELDINGS AND OTHER EXPENDABLE COMPONENTS NEED NOT BE REPORTED.

ENGAGED	DECK RUNOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE: DOME (P.S.I.)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE: RATIO	CONTROL VALVE SETTINGS: CONSTANT RUN-OUT (WT. LBS.)	ACCUMULATOR PRESSURE (PSI)	COMMENTS (for cable failure specify number of landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER							
BARRIER							
BARRICADE							

PART	SECTION	ITEM	PART III REMARKS (Continue on additional sheets)
			1. No NATOPS requirement or procedure is considered to be a factor in this Aircraft Accident Report. 2. The NATOPS manual is being complied with in this squadron. 3. No changes in the manual are indicated.

COPY DISTRIBUTION

2CC, [illegible] DIRECT

1CC, [illegible] DIRECT

SEE ATTACHED PAGE 4

COST DAMAGE TO: GOVERNMENT PROPERTY: REPLACE TWO $ 600.00 [illegible]

PRIVATE PROPERTY: NONE

DATE SUBMITTED TO C.O.: MAY 21 1962

(b) (6)

[redacted]

PART V THE ACCIDENT

Captain GRUNWALD was scheduled and briefed as second section leader of a special CAP exercise from the USS SHANGRI-LA on the afternoon of 3 May 1962. The scheduled recovery time was 1540 with a 1400 launch. The flight proceeded as briefed with the two sections operating independently until just prior to check-in time at 1520, at which time the division joined and proceeded to overhead the ship. The VFR recovery was normal with Captain GRUNWALD taking a bolter on the first approach, a foul deck wave-off on the second approach, and a normal arrestment on the third approach with 1100 pounds of fuel remaining.

As Captain GRUNWALD taxied forward out of the gear, the plane director gave the 'slow down' signal. The left brake was locked and the wheel skidded for some 200 feet, but the plane continued angling across the deck toward the starboard side. The deck was listing slightly to starboard, and as the aircraft appeared headed up the flight deck on the starboard side, it slowly skidded to the edge of the deck just forward of the island in an area where there was no combing. The right wheel dropped over the edge, the aircraft paused momentarily, then continued off over the side into the water in a steep right wing down attitude. Word was immediately passed for the rescue helicopter.

As the aircraft bobbed to the surface, the pilot was still in the cockpit and remained in the cockpit until the aircraft sank approximately two minutes later. The rescue crewman from the helicopter was put into the water to assist in the rescue, but he was unable to reach the pilot before the plane sank. The pilot was not recovered.

PART VI DAMAGE TO F8U-1E BUNO 145468

F8U-1E BuNo 145468 was lost over the side at sea and no parts were recovered.

PART VII THE INVESTIGATION

(b) (5)

[redacted]

MARINE FIGHTER SQUADRON 251
CarrierAirGroup 10
USS SHANGRI-LA

Flight Schedule for 3 May 1962

EVENT	LAUNCH	LAND	A/C#	PILOT	CALL	MISSION/COMR	FUEL	TIME	CCA	REMARKS
1-E	0800	0940		ALLINDER		BCI	8660			
				BERGMANN						
				GRUNWALD						
				JONES						
				FAGAN (SPARE)						
2-E	0930	1110		Maj. PREIS		NAV/INST	8660			
				LYON						
3-E	1100	1240		FAGAN		Z17CC	8660			
				LtCol. POOR						
				SABIN						
				TURRILLO						
				DENTON (SPARE)						
4-E	1230	1410		HINES		BCI	8660			
				POOL						
5-D	1400	1540		BERGMANN		CAP	8660			
				ALLINDER						
				GRUNWALD						
				LYON						
				JONES (SPARE)						
6-E	1530	1710		DENTON		NAV	8660			
				Maj. PREIS						
7-D	1700	1840		SABIN		CAP	8660			
				TURRILLO						
				FAGAN (SPARE)						
8-D	1830	2010		LtCol. POOR		CCA	8660			
				PARRISH						
				DENTON (SPARE)						

SEE REVERSE SIDE OF FLIGHT SCHEDULE

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70 OF OPNAV INST 3750.6D

Enclosure (1)

SDO: Capt. GRUNWALD, Rm. 0229, Ph. 399

ODO: Capt. KNOTT

PRIFLY: 1stLt. SABIN EVENT 1-E
1stLt. JONES EVENT 2-E & 3-E
Capt. TUMMILLO EVENT 4-E
1stLt. POOL EVENT 5-D
1stLt. HINES EVENT 6-E
1stLt. ALLINDER EVENT 7-D
1stLt. LYON EVENT 8-D

Approved By

W. R. Bergmann
for W. J. KNOTT
Capt. USAF
Asst Ops. Officer

CERTIFIED TRUE COPY

(b) (6)

[redacted]

Capt USMC

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70 OF OPNAV INST 3750.6D

Enclosure (1)

PILOT RESUME OF Captain Harry H. GRUNWALD Jr., (b) (6) /7302, USMC

SQUADRON	PERIOD	HOURS	A/C	TYPE FLYING	OP/PRO
TRAINING COMMAND	MAY 53 to JUL 54	199.4	SNJ	VT	OP
		91.7	F6F		
		39.1	SNB		
		29.3	TV2		
		2.0	T28		
VMF (N) 531	SEP 54 to SEP 55	221.2	F3D	VF	OP
		13.6	TV2		
		15.5	SNB		
STAFF BILLET	SEP 55 to NOV 56	233.7	SNB		PRO
		19.1	TV2		
		3.6	R4D		
		1.8	S2F		
		0.8	JRD		
VMF (N) 513	DEC 56 to DEC 57	380.7	F3D	VF	OP
		22.8	SNB		
MARS-37	JAN 58 to DEC 58	83.6	SNB	VF	PRO
		39.2	T28		
		4.6	FJ4		
VMF-451	JAN 59 to JUN 60	198.5	F8U	VF	OP
		60.1	SNB		
		32.6	FJ4		
		6.7	T2V		
		3.8	F9F		
JUNIOR SCHOOL	SEP 60 to MAY 61	84.5	SNB		PRO
		21.1	T28		
		17.9	T34		
VMF-251	JUN 61 to MAY 62	219.5	F8U	VF	OP
		1.1	T2V		
CarQual	DEC 61	16 DAY 6 NITE ARRESTED LANDINGS	F8U		

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70 OF OPNAV INST 3750.6D

Enclosure (2)

OPNAV REPORT 3750-12

HELICOPTER RESCUE REPORT
OPNAV FORM 3750-12 (REV. 4-59)

INSTRUCTIONS:
1. Mail original and one copy direct to NASC and one copy direct to CNO.
2. Report will be submitted within five working days of rescue or attempted rescue.
3. Serialize by calendar year (e.g., first report for 1959 would be 1-59, second 2-59)
4. Use local time.
5. If exact data is unknown such as time, temperature, etc. give approximate data.
6. Enclosures will be appended to the report if the statement will amplify the data on the form (e.g., Survivor had difficulty due to insufficient training.
7. Refer to the effective edition of OPNAVINST 3750.6

FROM: OinC HU-2 DET 38	REPORT DATE: 5-4-62		REPORT SERIAL NO.: 1-62
TO: Commander, U.S. Naval Aviation Safety Center	HELO. MODEL: HUP-3	BUNO: 147613	OPERATING BASE: USS SHANGRI-LA
COPY TO: Chief of Naval Operations			

DATE OF EMERGENCY	TIME (Local)	LOCATION OF EMERGENCY
5-3-62	1552A	38°15'N 75°30'W Aft of CVA 38

TIME AND METHOD OF NOTIFICATION OF EMERGENCY	TIME OF ARRIVAL AT SCENE	TIME OF ACTUAL RESCUE	TOTAL ELAPSED FLIGHT TIME
1552A VISUAL AND RADIO	1552:30A	1552:30A	1.1

HELICOPTER RESCUE PERSONNEL NAME - LAST, FIRST, MIDDLE INITIAL	RANK, RATE	SERVICE/FILE NO.	RESCUE INSTRUCTION FORMAL HRS.	RESCUE INSTRUCTION SQD. HRS.	FORMAL SCHOOL ATTENDED	PICK-UPS A	PICK-UPS B
HABICHT, ROLAND F.	LTJG	(b) (6) [redacted]	2	40	HTG ELLYSON FLD.	3	50
PHILLIPS, JOHN P.	ADR3	(b) (6) [redacted]	75	45	HU-2 AIRCREWMAN RESCUE	0	30

RESCUED PERSONNEL NAME - LAST, FIRST, MIDDLE INITIAL	RANK, RATE	SERVICE/FILE NO.	AGE	HEIGHT	WEIGHT	INJURY - PHYSICAL CONDITION - SURVIVAL GEAR CLASS	①	SURVIVAL GEAR USED (Jacket, raft, etc.)
GRUNWALD, HARRY H. Jr. (USMC)	CAPT	(b) (6) [redacted]	[redacted]	(b) (6)		A	B	NONE AS FAR AS COULD BE DETERMINED

NOTE: ① Physical Condition Code; A - Conscious, B - Conscious, unable to assist, C - Unconscious

RESCUE CONDITIONS AND PROCEDURES

RESCUE SITE WAS OVER	PICK-UP METHOD	IF HOVER, GIVE RPM AND MP WHILE HOISTING	EQUIPMENT USED (Sling, seat, etc.)
[ ] LAND [X] WATER	[ ] SET-DOWN [X] HOVER	2400 RPM. 38" MP	RESCUE SEAT

NUMBER OF PERSONS AT SCENE NOT RESCUED BY HELICOPTER:	REASON NOT RESCUED BY HELICOPTER AND FINAL STATUS	PRIMARY AND SECONDARY MEANS OF LOCATING SURVIVORS (Dyemarker, flare, smoke, etc.)
ONE (1)	PILOT UNABLE TO EVACUATE COCPIT OF A/C RESCUE CREWMAN UNABLE TO REACH HIM IN TIME PILOT SANK WITH A/C	PRIMARY-SIGHT SECONDARY-NONE

WIND VEL.	AIR TEMP.	DENSITY ALT.	WATER TEMP.	SEA STATE	GENERAL WEATHER AT SITE
196/10	62	+400	60°	270/3'	CLEAR VISIBILITY 8 MILES

MISSION FLOWN BY HELICOPTER PRIOR TO THIS EMERGENCY	BACK-UP MEANS OF RESCUE
PLANE GUARD	DESTROYER

RESCUE EQUIPMENT	√ A	√ B	CHECK "A" - CARRIED, NOT USED OR "B" - REQUIRED, NOT AVAILABLE, AND STATE REASON NOT REQUIRED OR IF REQUIRED, WHY NOT AVAILABLE
SURVIVAL KNIFE	X		CREWMAN UNABLE TO REACH PILOT
RESCUE SLING	X		" " " " "
WEBBING CUTTERS	X		" " " " "
QUICK SPLICE	X		" " " " "

RECOMMENDED EQUIPMENT AND TECHNIQUES FOR FUTURE RESCUES OF THIS TYPE (By rescue crew or rescues)

NONE

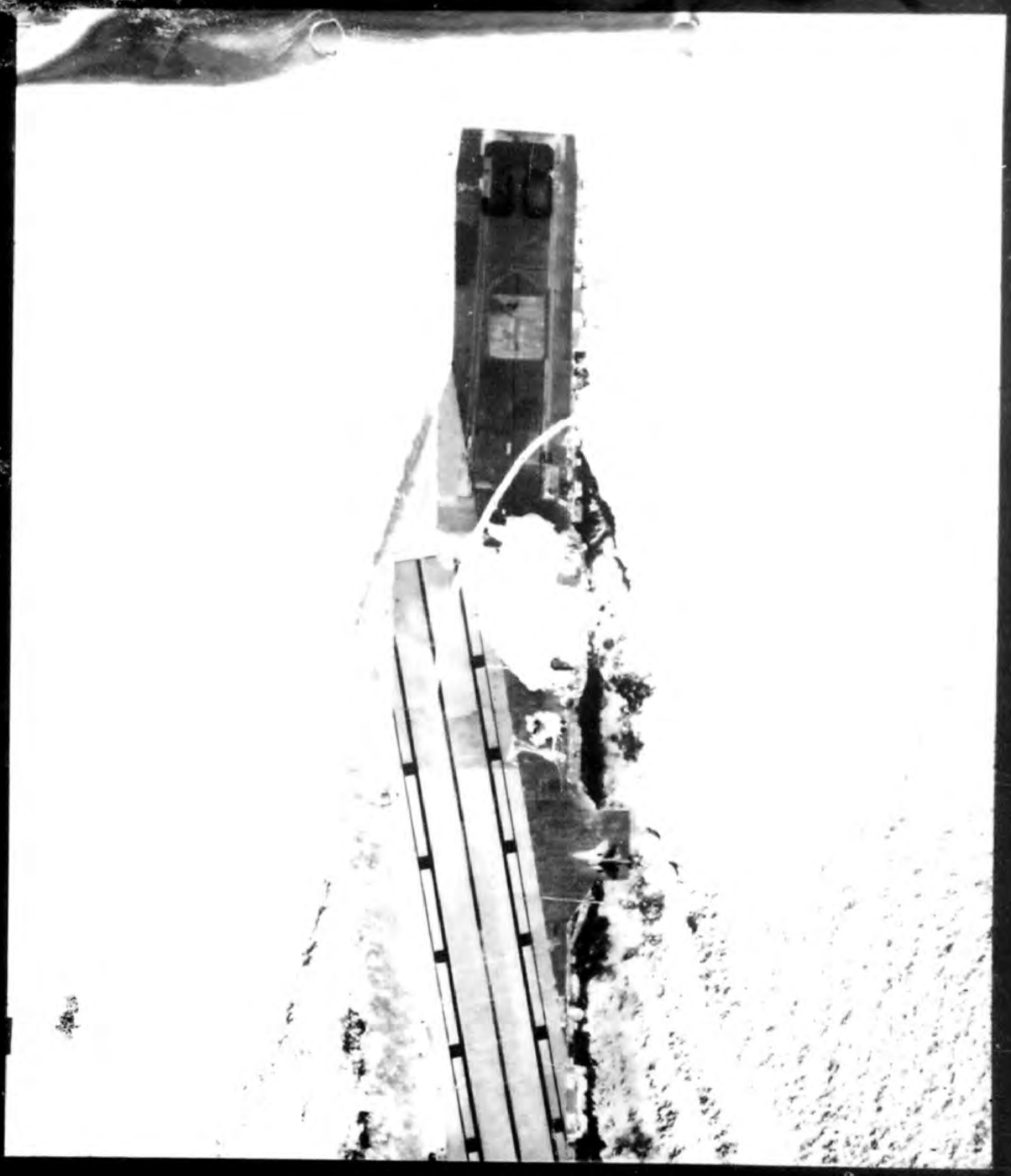
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70 OF OPNAV INST 3750.6D

ENCLOSURE(S): [X] PILOT'S STATEMENT [X] [redacted] CREWMANS STATEMENT (INDICATE NUMBER, IF MORE THAN ONE)

CO/OINC SIGNATURE: LCDR L.D. FLICK

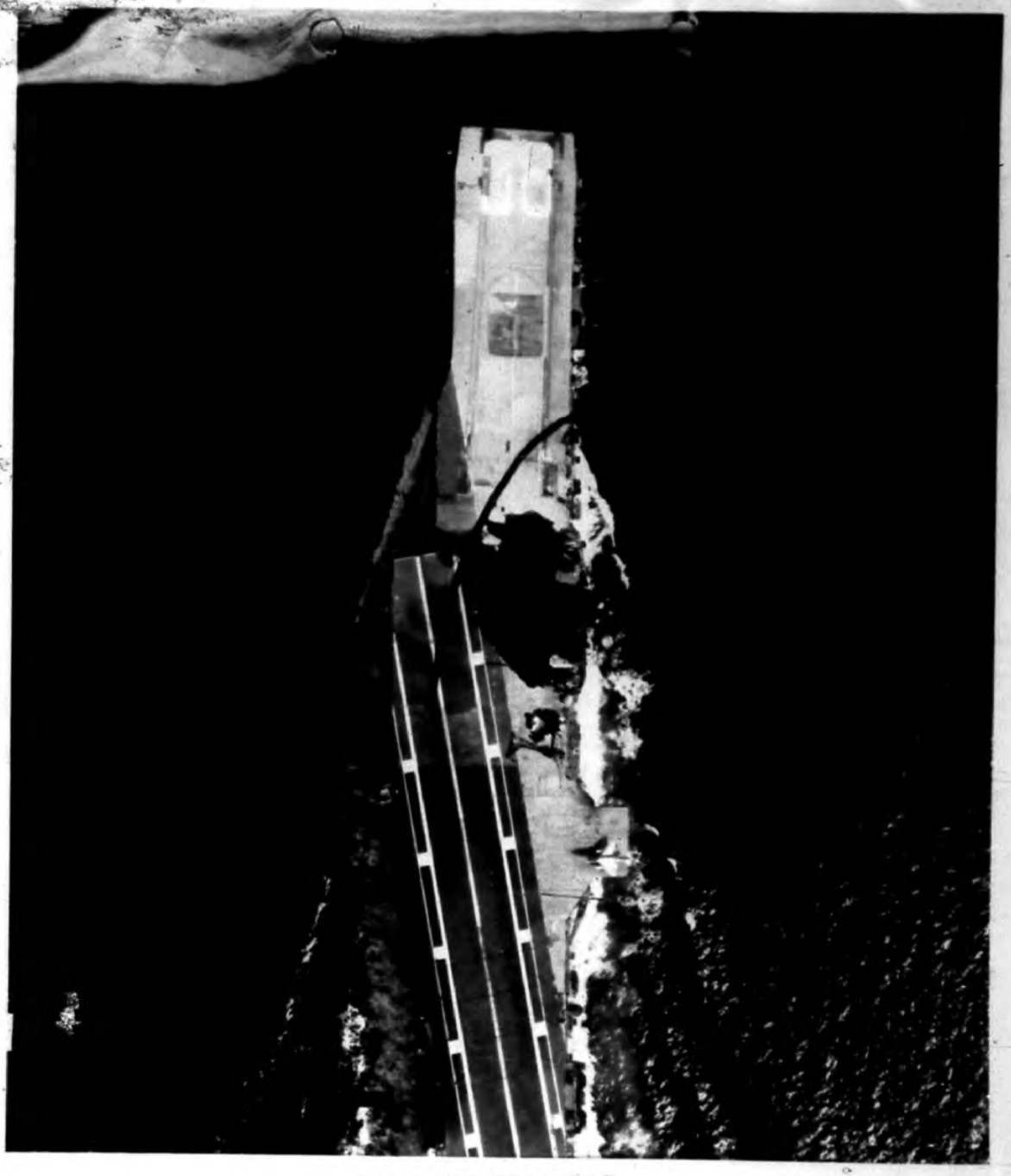
Enclosure (23)

PLATE NO. 10404



SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH PARA. 70, OPNAV INST 3750.6D

ENCLOSURE (7) to VMF-251 AAR 3-62 SHOWING TAXI PATH ACROSS FLIGHT DECK



7

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH PARA. 70, OPNAV INST 3750.6D

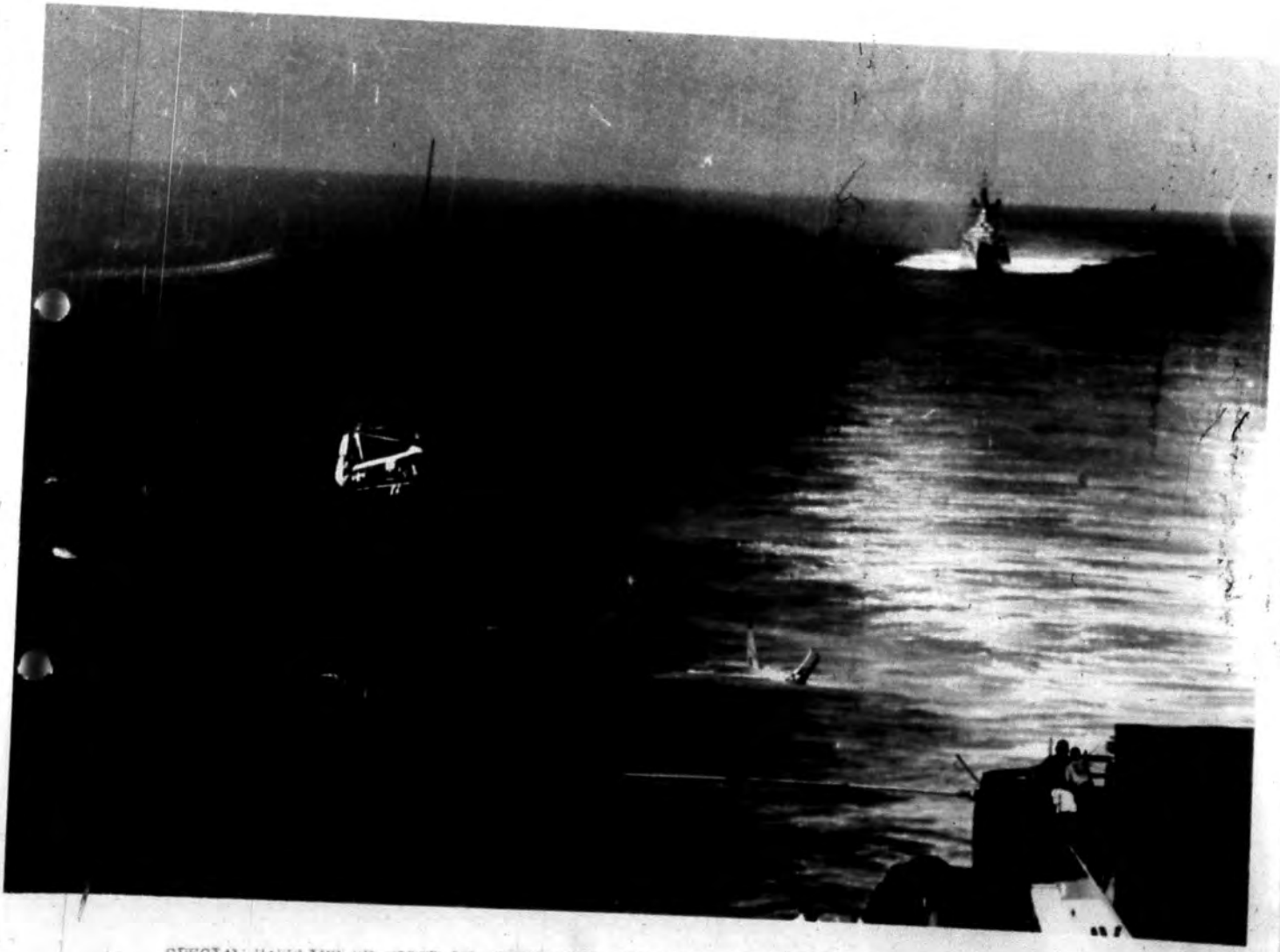
ENCLOSURE (7) to VMF-251 AAR 3-62 SHOWING TAXI PATH ACROSS FLIGHT DECK

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70 OF OPNAV INSTRUCTION 3750.6D

ENCLOSURE (8) to VMF-251 AAR 3-62 SHOWING SKID MARK OF LEFT WHEEL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70 OF OPNAV INSTRUCTION 3750.6D

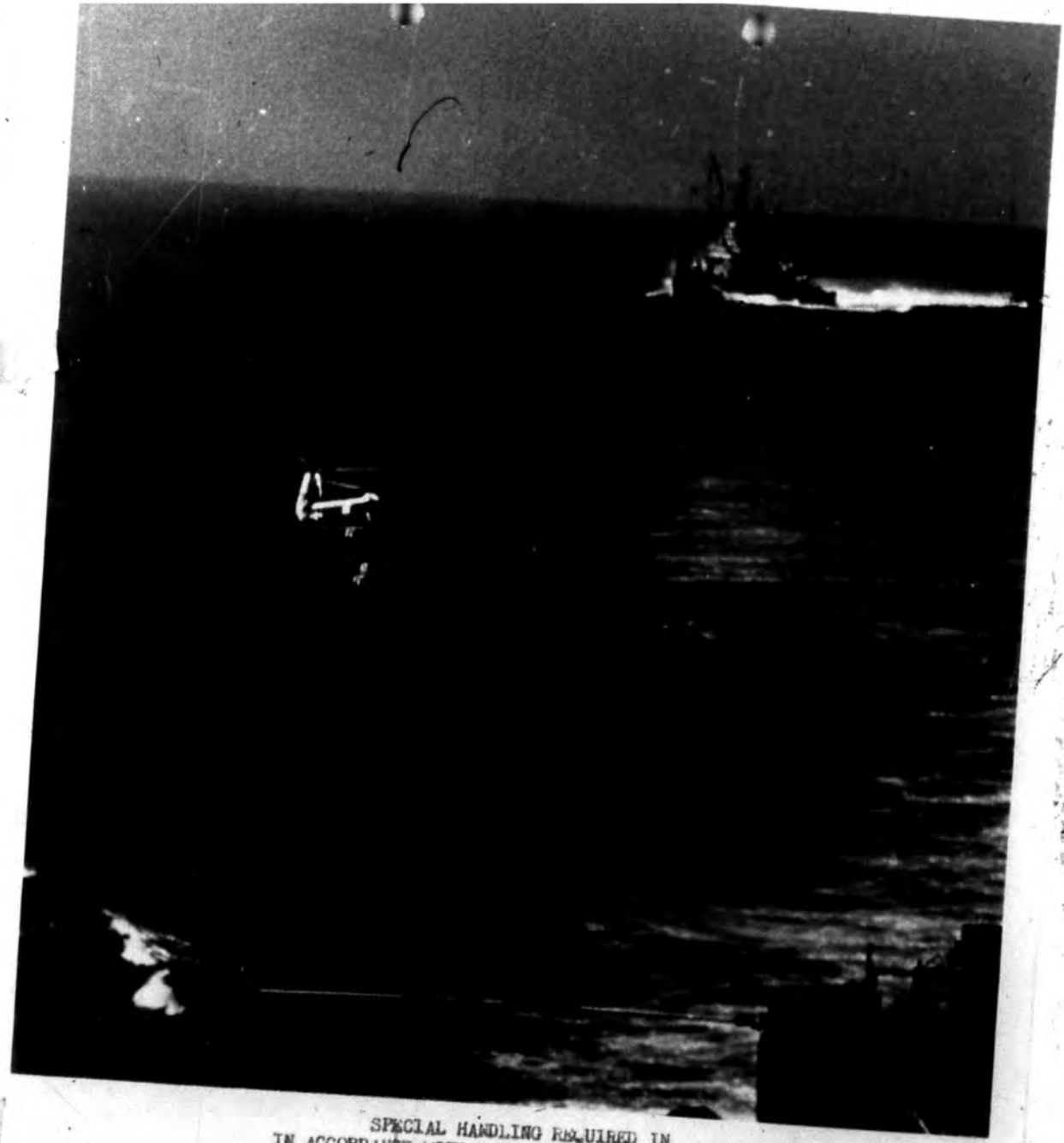
ENCLOSURE (9) to VMF-251 AAR 3-62 SHOWING SKID UP TO DECK EDGE. NOTE COMBING ENDS APPROXIMATELY EIGHT FEET SHORT OF WHERE WHEELS WENT OVER



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 70 OF OPNAV INSTRUCTION 3750.6D

ENCLOSURE (19) to VAF-251 AAR 3-62 SHOWING AK 207 IN THE WATER ASTERN OF THE SHIP.
NOTE CANOPY, TWISTED AND NEARLY VERTICAL.

20



SPECIAL HANDLING REQUIRED IN
IN ACCORDANCE WITH PARA. 70, OPNAV INST 3750.6D

ENCLOSURE (20) to VMF-251 AAR 3-62 SHOWING AK-207 IN THE WATER ASTERN OF THE SHIP AS THE HELICOPTER RESCUE CREWMAN IS BEING LOWERED INTO THE WATER.

SPECIAL HANDLING REQUIRED IN
IN ACCORDANCE WITH PARA. 70, OPNAV INST 3750.6D

ENCLOSURE (20) to VMF-251 AAR 3-62 SHOWING AK-207 IN THE WATER ASTERN OF THE SHIP AS THE HELICOPTER RESCUE CREWMAN IS BEING LOWERED INTO THE WATER.

UNION
WELDED